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Our Panama Canal.

Whether American ships passing through the Panama canal shall pay tolls or not is a question which should be recognized by the world as domestic to be decided by Uncle Sam alone. If the right of Uncle Sam to exempt his ships from payment of tolls is established it is comparatively immaterial whether he, in fact, does or does not make this exemption.

In the note of protest of July 8, 1912, against certain legislative proposals then pending in Congress Great Britain declared (1) that the proposition to exempt American ships engaged in foreign trade from payment of canal tolls was in clear violation of the Hay-Pauncefote treaty; (2) that the proposition to levy tolls on American ships and then to refund these tolls, while perhaps meeting the letter of the treaty, was a violation of its spirit; and (3) that the proposition to exempt from tolls American ships engaged in the coastwise trade, while not in violation of the treaty if strictly confined to the coastwise trade, was objectionable, because Great Britain did not believe the United States could confine such exemption in practice to the coastwise shipping and predicted future infractions of the treaty from abuse of the law.

In the canal legislation which followed the United States refrained from directly exempting from tolls payment its ships engaged in foreign trade, and it also refrained from exercising in respect to such ships the privilege which it possessed and possesses in common with all the nations of the world that are to use the canal of repaying as a trade-promoting subsidy to its ship owners the canal tolls exacted from them. In the interest of cheap transportation between its coasts by water and land and to regulate the monopoly of its transcontinental railroads, the United States exempted its coastwise shipping (foreign ships being barred by law from coastwise trade) from payment of tolls by an enactment against which under the Hay-Pauncefote treaty no protest could possibly lie.

In 1914 in response to President Wilson's appeal this tolls-exemption provision for coastwise shipping was repealed. President Wilson said in submitting to Congress his request for this repeal: "I ask this of you in support of the foreign policy of the administration. I shall not know how to deal with other matters of even greater delicacy and nearer consequence if you do not grant it to me in ungrudging measure." The reasons of foreign policy which compelled the United States in 1914 to alter a domestic law regulating the canal tolls which it should charge its own ships engaged in coastwise trade, from which it barred all foreign ships, were not made public. Whatever they were it may perhaps be safely assumed that they do not exist today. Indeed, present world conditions suggest strongly that this is the psychological moment to secure world recognition, and especially British recognition, of our rights and powers in respect to our own canal.

The Hay-Pauncefote treaty says: "The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules on terms of entire equality, so that there shall be no discrimination against any such nation or its citizens or subjects in respect of the conditions or charges of traffic or otherwise. Such conditions and charges of traffic shall be just and reasonable."

It is recognized that these words of the treaty do not prevent the exclusive use of the canal by the United States for its warships in time of war. Refunding the tolls to American merchant ships is the same in effect as remitting the tolls, since the United States is owner. But to deny to the United States the right to refund canal tolls, if it wishes, is to penalize ownership of the canal. Its effect is to declare that the United States, the builder and the owner of the canal, alone among the nations of the world, is under the obligation not to subsidize its shipping by refunding (or reimbursing) to them their canal tolls. England and Germany, for example, which have put nothing into the canal, may adopt this recognized and utilized method of trade-promotion, but the United States, which has put over \$400,000,000 into the canal, may not have the same privilege.

One of the incidental benefits which we are to enjoy in partial compensation for our world-war sacrifices is the development of our merchant marine and of our foreign trade. The Hay-Pauncefote treaty must be so construed as neither to forbid our exclusive use of our canal for our warships in time of war nor to embarrass and cripple our use of it for trade-promotion purposes in time of peace. We have tacitly assented under the mandate system to treatment and use as their own by the other powers of former German colonial territory all over the world. Reasonable and decent reciprocity would be observed if in this connection the powers (or Great Britain alone) should recognize the American right to treat and utilize as fully its own the canal upon which it has expended as much as \$400,000,000.

from all the others in authorizing us to treat as our own only that which already belongs to us.

Clemenceau and Roosevelt.

Since his return from his big game hunting in India, M. Clemenceau has disappointed his enemies at home. They were expecting him to "break out" through the press and otherwise, and add to the turmoil and excitement of French politics. But he has been carrying himself with reserve and rare discretion for one of his record and temperaments.

Whether he is "through," or only waiting for what he considers a favorable opening for taking the plunge again, is a question. He has passed the eighty milestone, but retains mental and bodily vigor, and keeps up interest in the way the younger men are playing the game.

Theodore Roosevelt pursued the opposite course upon his return home from his big game hunting in Africa. He plunged immediately into politics. In fact, he had prepared for the plunge before landing. Friends who were keen for him to take the plunge had met him in Europe and reported to him on all of a political nature that had taken place during his absence, giving it a complexion that supported their desire that he resume the republican leadership.

He needed no urging, but they urged him. He took the plunge, soon had his party all snarled up, and two years later it went to defeat.

If he had waited two years, giving support meanwhile to the man he had put in the White House and thereby insuring Mr. Taft's re-election, he, Roosevelt, would in all probability have had a walk-over for the republican nomination in 1916, and won at the polls. But he was not eighty years old, and he lacked patience.

Wanted—A Mayoralty Candidate.

In New York the opposition to Tammany continues to canvass with great assiduity the question of a candidate for mayor.

Should he be a straight republican? The republicans swept the town and state last year. But the presidency was in the scale then. Many men voted the republican ticket as a protest against Wilsonism, which will not be in the scale this year. The coming contest will be over the control of the big town, with a squint at next year's state race.

Should he be an independent, with democratic leanings? Many men of that persuasion are usually opposed to Tammany, were so last year, and are disposed to be so this year. Were one of them—one of the strongest—put up against the Tammany candidate could he win? Would he poll all of the independents? Would the republicans support him unanimously?

There are republicans insisting on a straight party nomination. They insist that last year's tide is still running in their favor, and that the party in this race should get the benefit.

There are independents as earnestly insisting that a man of their own is the man for the occasion. Pick him carefully, and offer him both for his standing in the community and as an encouragement to all who put the welfare of the community in community matters over all.

Whoever is chosen will have to try conclusions with Mayor Hylan, who wants another term and seems assured of another nomination.

The Sims Incident Closed.

Secretary Denby has administered a public reprimand to Admiral Sims for the indiscretion of his London speech and the admiral has accepted the reprimand in good spirit and with acquiescence in its justice. The incident may, therefore, be regarded as closed. It has been regrettable. It has stirred feelings deeply. Many of Admiral Sims' friends have deplored his frankness of speech and his critics have seized upon his words as an occasion for rancorous condemnation. Fortunately, however, the government has not become involved in any embarrassment, owing to the promptness with which the Secretary of the Navy called the admiral's reported remarks and summoned him home for explanation. The fact that the admiral was returning anyway on the same ship that he caught after getting the Secretary's message did not lessen the significance of the order. The whole affair has, in fact, been well managed since the actual indiscretion was committed. It is impossible to judge of the net reaction from the incident. There have been loud denunciations and equally loud approvals. Perhaps the latter have been the louder. At all events the speech and its aftermath have had a good effect in directing American public attention sharply to the danger of attempts in this country to enlist the United States as a partisan in the situation in Ireland.

There are few economists who do not permit themselves some mental reservations relating to the interests of their particular constituency. Many statesmen after a political career go into literature. Trotsky is one of the few who have permanently given up literature for politics.

Opinions differ as to whether the missing ships should be mentioned as lost, strayed or stolen. Taxicab Fares. Testimony before the Public Utilities Commission on the subject of taxicab fares and costs shows an interesting condition, which bears directly upon the matter of what the public pays for its service. There are two companies, virtually identical in ownership, one of which has a contract with the railroad terminal company and the other with the privilege of stationing its machines at those places, and the other plays a roving, miscellaneous business. The former charges higher rates of fare than the latter. This difference, it was explained to the Commissioners, was due to the fact that the former company has to pay the corporation terminal and the hotels heavy commissions for the privilege it enjoys of exclusive location rights. In six months, ending with May, this commission amounted to

about \$23,000, while the taxicab company was earning in that period about \$18,500 net. Thus the cab company paid out more than its profits for the privilege of having exclusive stand privileges. And the terminal company and the hotels received this large sum for nothing. The hotels in effect hired out the street spaces to the cab company. The terminal company allowed it to occupy and use a part of its own space. The public paid the \$23,000. And not only those people who took cabs at the railroad station and the hotels paid the rates necessary to meet this heavy commission charge, but all others who used the cabs of this particular line.

The railroad travelers entering Washington do not care whether the cabs they secure are on one line or another, or whether they enjoy exclusive stand privileges. The hotel guests do not care whether they are getting one line of cabs or another. But under the arrangement in effect they must, save in a few cases, take particular cabs and pay the higher rate that they exact, in order that the arrangement may be maintained, of which they are ignorant and which yields them no advantage whatever.

If the railroad terminal company wishes to maintain its own line of cabs it should do so. If the hotels wish to run their cabs they should do so. But the general public should not be "soaked" in high fares in order that terminal company and hotels may reap profits out of an arrangement which costs them nothing and which, in the case of the hotels, is virtually a commercial use of the public streets.

These matters will doubtless suggest themselves to the Public Utilities Commission when it takes the testimony under consideration and reaches the point of fixing taxicab rates for the whole District, regardless of location or private arrangements.

A case of relativity that has never been explained to the satisfaction of the popular mind is the relation of the value of a dollar to the price of a bushel of wheat. The deflecting influence of the Chicago Board of Trade is supposed to have something to do with rendering the elucidation more difficult.

Communications at sea have never been so swift, facilities for observation so thorough nor the waters so carefully charted. Yet ships totally disappear from the face of the waters. Civilization is in possession of a wonderful mechanical equipment which has not been managed with all the expertness possible.

After all it should not be absolutely necessary for naval officials to make impromptu speeches any more than it is for professional orators to venture into the complications of seamanship.

France and Germany are both republics now, but neither nation gives the other credit for being able to conduct successfully so exacting and highly organized a form of government.

Counterfeiters of tickets for the coming pugilistic event were not content to select anything of so small value as a bill that could be readily slipped into circulation.

During an investigation the chief of an insurance company is not necessarily as communicative as the affable agent who secures the policies.

The politicians who cling to the tradition that deceit is essential to high diplomacy are the worst enemies to a plan for universal disarmament.

It is only reasonable to assume that Canada's demand for the undesirable Bergdoll is accompanied by some ideas of how to get rid of him.

The A. F. of L., like other organizations, has to concentrate much of the valuable time of a meeting on the election of officers.

Nations are rapidly demanding the kind of mutual respect which can be based on friendship and not on fear.

SHOOTING STARS.

BY PHILANDER JOHNSON.

Daylight Saving.
I do not understand the laws
That run the universe;
I do not even try, because
I get from bad to worse.My thought has wholly turned to fluff,
The mental function sleeps.
A simple question is enough
To bother me for keeps.Where locomotive whistles blow
A garrulous refrain,
I stand in line and long to know
Just when to take a train.I don't endeavor to discern
What makes the planets whizz.
I'd be content if I could learn
For sure, what time it is.

Jud Tunkins says he guesses the people who used to give hypnotism entertainments have all switched off to the study of salesmanship.

Imagination.
"Imagination causes more anxiety than reality does."
"Undoubtedly," replied Mr. Dustin Stax. "I know several chaps on the board of trade who got into all kinds of trouble with imaginary wheat."The Cheerful Giver.
A man raises taxation's plan,
Yet when he meets a burgo man
He gives away with gentle cheer
More than his taxes for a year.Sensitive to Repute.
"Only eleven dollars and a quarter in this safe we worked so hard to crack!" exclaimed Bill the Burg.
"That's all," replied his assistant.
"Well, there's one satisfaction. There can't nobody accuse us of being profane."Creating Rivalry.
"Why did you quit quoting poetry in your speeches?"
"I found that my constituents went home and read up on the poets instead of giving undivided attention to my speeches."

Editorial Digest

The First Three Months.

When Senator Harrison let loose his philippic against the administration and its "sins of omission," it was seized upon by the anti-administration forces as a cue for a good deal of criticism, and among a chorus of complaint a few friendly voices were discernible. For the most part there is little attempt to answer the attack except to point out that it was premature, a fact that even some of the critics are willing to admit.

The Kansas City Star (independent), which cannot be considered unfriendly to Mr. Harrison, has just passed judgment on the administration in disparaging "its substance so early in its young life." "There can be no disguising the fact," it says, "that the democrats in Congress have correctly interpreted the feeling of the country, although they may be over-anguine as to the profit their party will reap from them. The country did look for expedition from the administration, and is disappointed in not seeing it." Commenting on the resignation of Representative Good and his warning that the republicans must make their "economy pledges" good, the Grand Republican (Republican) remarks that the "best public service" these days will prove the "best policy."

On the other hand, such of the republican press as comments for the most part resolutely against the administration after such a short period. The attitude of the majority, however, seems to be reflected in the opinion of the Lincoln (Nebr.) Journal (independent republican) when it says "the republicans in the Senate were wise in making no reply to Senator Harrison's remarks. This defense is immediately challenged by the Omaha World-Herald (independent), which declares that "criticism is not confined to the democratic senators," for "republican business men, working men and farmers are dissatisfied and do not hesitate to say so." The World-Herald makes three concrete charges: The deadlock over naval appropriations, military appropriations and the peace resolution, and adds that "the tariff bill is in a hopeless snarl."

While granting that "the timeliness of the attack may be questioned," the New Orleans Times-Picayune (independent democratic) remarks that "many republicans will applaud it in part," in the hope that it will bring results. This is the view taken by the Burlington (Vt.) Free Press (independent), for "the ink," it says, "was hardly dry on the democratic arraignment of republican rule" when "things began to move in administration circles."

That the "sarcasm" of the Mississippi senator was justified is the opinion of the Great Falls (Mont.) Tribune (democratic), which declares that "only two constructive measures have been decided at Washington in the past three months, and only one of them is now a law." That is the tariff and the other is the one concerning the payment of United States bonds falling due. As to the tariff the Arkansas Democrat (Little Rock, democratic) remarks on the fact that the Minnesota delegation has led off in its insurgency over the lumber schedule.

The Syracuse Herald (independent), although it feels that some of the republican "influential leaders in Congress appear to be headed in the wrong direction," must protest "in a spirit of fairness" at the "unseemly premature" of the democratic attack. It continues: "It takes more than three months for a new administration to start the ball a-rolling. Let us give the party in power a chance to get its bearings. Great bodies always move slowly. If, when the first of January next arrives without disclosing a respectable sum total of solid achievements by the Harding administration, criticism and censure, yes, and condemnation, will then be in order."

Characterizing Senator Harrison's speech as a "minority fling," the Sioux City Journal (republican) points out that the administration found governmental affairs in "chaos" when it came into office. "Mr. Harrison surely would not want serious steps taken hurriedly," says the Journal, "at a time in the nation's history when from every side comes the warning to be cautious and prudent. Haste may be even more dangerous than delay. Mr. Harrison's charges are groundless, and the general public can be expected to assume as indifferent an attitude toward them as that which marked the dignity of the Senate majority." Recalling the "speed made by Mr. Wilson in arriving at his concrete plan" for a league of nations, which ran through nearly a year without accomplishment, the New Bedford (Mass.) Standard (republican) thinks that the late President's advisers "should be patient with Mr. Harding, who has been in office but three months and a half."

"Can Such Things Be?"

Four vessels sail away within two days and vanish. A world-wide hunt is started for lost ships and missing men. A sea plot by the reds is feared. Two great departments of a mighty nation's government let it be known that they believe with a serious belief that piracy is again upon the high seas.

A ship with all sails set rams ashore. There is neither man nor ghost aboard her. Above decks and below there is no sign or clue of her crew. They have gone as utterly as though they had been flung into the waves dashed to their own anchors or had fallen in the sea. Shadows of the Flying Dutchman! But here is the raw stuff for the making of sea romance. Here is a thing that in 1921 sounds like an old sea wife's tale, this story of ships plucked out of the sea lanes. A century or so ago we might have been wagging our heads over seawraiths and krakens and strange waters where "all ships foundered and deep death waits"—Philadelphia Public Ledger (independent).

Woman as Speaker.

Step by step woman is demonstrating that she can do what formerly was reserved to man because it was thought to be a male prerogative. When Representative Robertson presided over the House of Representatives for a few minutes precedent was broken. Never before had a woman occupied the Speaker's chair.

It will be interesting to note what will happen in the future, but it is not impossible that some time a woman will sit in the Speaker's chair as the choice of the House. It may also be that a woman may succeed to the presidency. We women are not to be full-fledged citizenship, man can no longer claim such places of distinction as belonging to him exclusively. While there is but one woman member of Congress at present, the number surely will be increased as women become more accustomed to their present status. And we feel no alarm over the prospect. We are sure that the women will not do worse than the men, and they may do a great deal better.—Pittsburgh Gazette-Times (republican).

Any woman who doesn't care how her hair looks in the bath is desperately ill.—Atlanta Journal.

If that comet smashes the earth, at all, we hope it will do it in time for our mail edition.—Columbia (S. C.) Record.

Most folks send their minds on vacation about six weeks ahead of their suitcases.—Pittsburgh (Ohio) Times.

Exercise may be good for the complexion, but you can't buy exercise for a dime a box.—Richmond (Ind.) Item.

That Detroit man who shot his wife through the ear couldn't have seen what he was shooting at.—Nashville Banner.

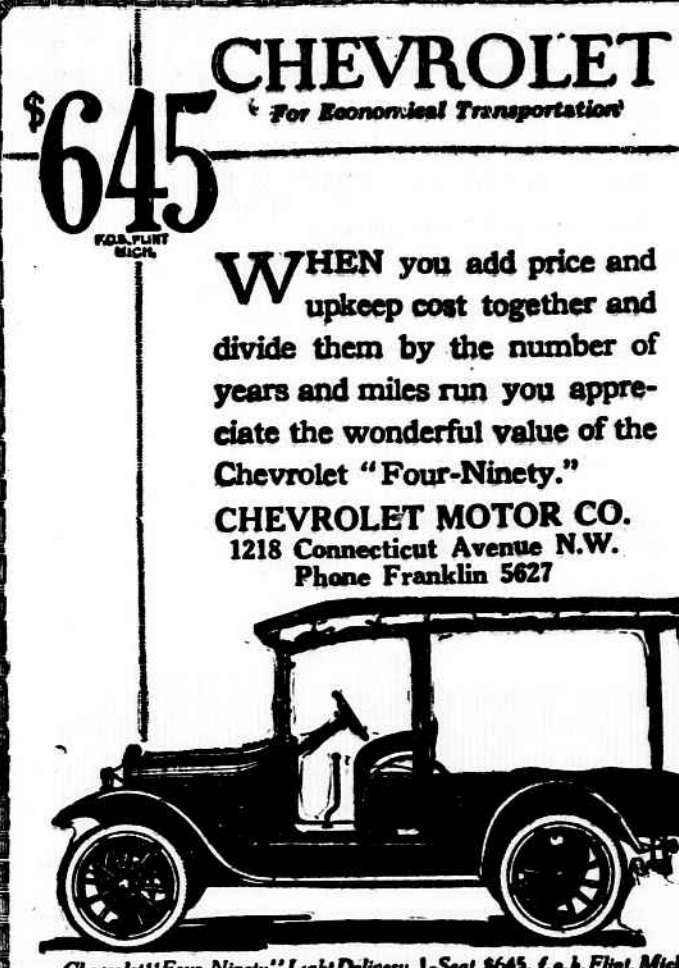
They call Italy the land of the bootleg, because of its shape, but look at the shape we're in.—Kansas City Star.

Wonder what the dear things put over the plums at night, when there are too many plums to eat themselves.—Nashville Ledger-Dispatch.

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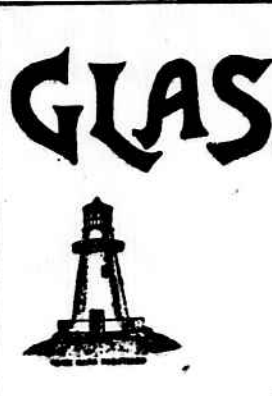
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